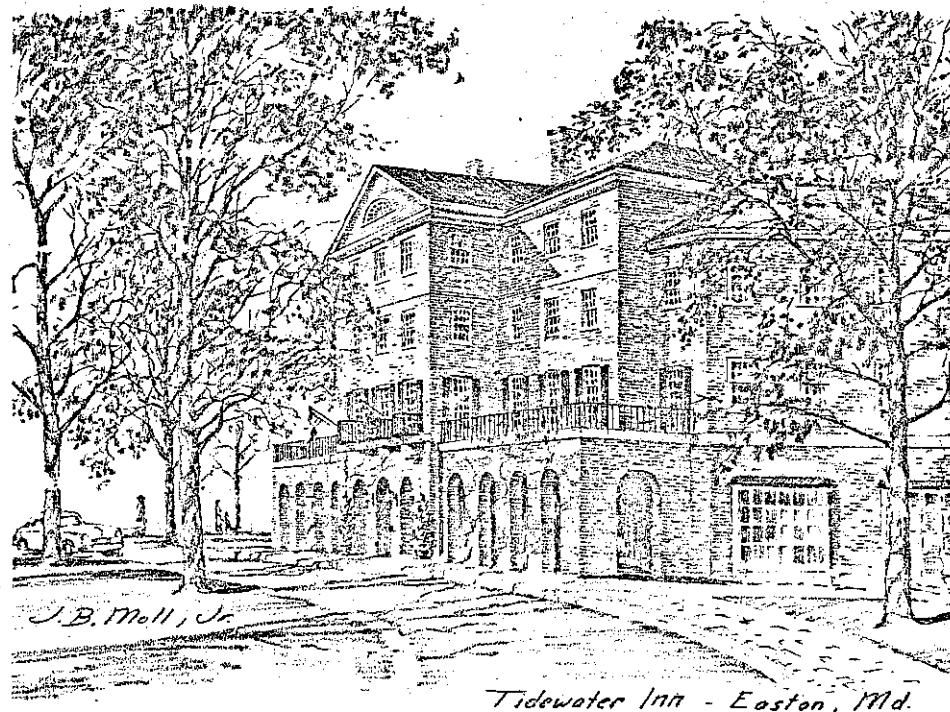


FINAL REPORT:
THE COMPREHENSIVE
DEVELOPMENT PLAN



EASTON, MARYLAND

PLANNING AND ZONING COMMISSION
TOWN OF EASTON
MARYLAND

August 19, 1974

Mrs. Anne N. B. Lockhart, President
The Easton Town Council
Town Hall
Easton, Maryland 21601

Dear Mrs. Lockhart:

I am pleased to transmit herewith one (1) copy of the Final Report on the Easton Comprehensive Development Plan. This report summarizes the Commission's efforts to prepare a Plan responsive to the needs of our area.

The Maryland Planning and Zoning Act, Article 66B, requires that the Town Council review and adopt the Comprehensive Plan prepared by the Commission. At a special meeting of the Planning Commission held on July 31, 1974, the Commission approved the Plan, as amended, and recommended its adoption by the Council.

On behalf of the Commission, I would like to take this opportunity to express our appreciation of the public support expressed for the Plan and the assistance and cooperation provided by the Town Council and staff in this endeavor. It was only through the joint sharing of a common concern - the proper growth of Easton - that the Commission was able to complete its task.

Sincerely yours,

Waller S. Hairston,
Chairman

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A. INTRODUCTION

The preparation of the Easton Comprehensive Development Plan represented an important step in establishing a long range comprehensive policy guiding both public and private development activities. Completed after considerable analysis of pertinent background factors and extensive discussion, the Plan was subjected to public review and comment during April and May. Immediately following this review period, the Planning Commission was faced with the task of recommending various revisions to the draft document. The results of the Planning Commission's deliberations are compiled in this Final Report.

It is the basic purpose of this Report to serve as a public record of various changes made by the Commission as well as a record of the Commission's compliance with the requirements of Maryland law. The result of these revisions, when considered in concert with remaining Plan elements, constitutes a revised Comprehensive Development Plan. The revised Plan, was approved by the Planning Commission at a special meeting on July 31. With the submission of this Report, the Commission recommends that the Plan be adopted by the Town Council.

It is the opinion of the Planning Commission that the revised Plan represents an important milestone in the Town's progress. After review and adoption by the Council, the document should serve local citizens well in the years to come.

B. ARTICLE 66B REQUIREMENTS

Article 66B, the Maryland Planning and Zoning Enabling Act, establishes the minimum requirements and procedures necessary for plan preparation and adoption. The Planning Commission is responsible under the provisions of this Act for preparing the Plan and recommending its approval to the Town Council. The sections which follow identify major sections of the Act and their implication for the local Plan. Each section as identified includes the Commission's action or opinion stated.

1. Section 3.05 - General Powers and Duties, Subsection (a)

Plan preparation was governed by this section of the law which identifies the basic elements the document shall contain. The section, however, does not identify the specific content of each element but does establish general guidelines for preparing each element.

It is the Commission's opinion that the Easton Comprehensive Development Plan meets the intent of this section. The Plan includes the basic elements required, as well as a number of elements which are not specifically required by Article 66B including: Housing; the Central Business Area; Economic Improvement; and Historic Preservation. It was the Commission's judgement that these elements addressed major issues in the community and should, therefore, be included as important parts of the Plan.

Although the Commission feels that all provisions of the Act have been met, the Plan should be reviewed by the Town Attorney before final action by the Town Council. This procedure should assure that the document conforms to State law.

2. Section 3.07 - Procedures for Recommending Adoption, Amendment, etc.

Of Plan

This section of the State law requires that the Planning Commission afford citizens of Easton and the adjoining area an opportunity to review and comment on the Plan. In addition to obtaining citizens' views during Plan preparation, the Commission scheduled three public hearings to review and explain the proposed document to the general public. These hearings were held on April 25, May 15, and May 29, 1974. The first two meetings were scheduled to explain the Plan and

to encourage public discussion of the general development concepts contained in the Plan. The third meeting was held as the "official" Public Hearing as required by law. A copy of each public notice as "inserted in a local newspaper of general circulation" is enclosed.

The Commission was exceptionally pleased at the favorable public response and support of the Plan. A total of over 300 persons attended the sessions which received widespread radio and newspaper coverage. Overall, press coverage of the Plan and Public Hearings was outstanding and most complimentary.

Public comments on the Plan were directed to major issues. Specific comments are listed in either the "Text Changes" or "Map Changes" sections of this report along with the Planning Commission's response.

It is the Commission's feeling that the general public has amply demonstrated strong support for the general concepts and development guidelines of the Plan. The changes included in this Report should make the Plan more responsive to citizen needs.

3. Section 3.07 - Procedures for Recommending Adoption

To assure that the Plan is coordinated with plans and programs of other agencies and jurisdictions, it must be submitted to any State agency and local jurisdictions which may have responsibility for helping to implement the Plan. These agencies may review and comment on the Plan either in whole or in part.

A draft copy of the Easton Plan was submitted 60 days prior to the hearing of May 29, 1974 to four agencies. They were:

- a. The Talbot County Planning Commission
- b. The Maryland State Highway Administration
- c. The Maryland Department of Economic and Community Development
- d. The Maryland Department of Natural Resources

Only the State Highway Administration submitted written comments; a copy of which is enclosed for review. These were reviewed by the Commission and the Transportation Element revised to reflect these comments. A draft copy of this element is contained in the "Text Changes" section of this report.

4. Section 3.07 - Procedures for Recommending Adoption

This section requires that the Planning Commission approve the Plan by resolution. An approving resolution was adopted by the Commission at a special meeting held on July 31, 1974. Copies of the minutes of this meeting and the resolution are enclosed. By this action, the Commission recommends that the Town Council adopt the Plan as revised.

NOTICE

THE EASTON PLANNING AND ZONING COMMISSION will hold a public meeting on The Comprehensive Development Plan, Easton Maryland, at 7:30 p.m. on Thursday, April 25, 1974 at the office of the Mayor and Council, Town Office Building, Easton, Maryland. All interested persons who wish to be informed concerning The Comprehensive Development Plan, Easton, Maryland, or wish to make recommendations to The Easton Planning and Zoning Commission for inclusion or changes in said plan are invited and requested to attend.

PLANNING AND ZONING COMMISSION
Town of Easton, Maryland

Robert T. Swanson
Richmond Hill
Raymond H. Elliott
James C. Perkins
Waller S. Hairston, Chairman

NOTICE

THE EASTON PLANNING AND ZONING COMMISSION will hold a public meeting on The Comprehensive Development Plan, Easton, Maryland, at 7:30 p.m. on Wednesday, May 15, 1974 at the office of Mayor and Council, Town Office Building, Easton, Maryland. All interested persons who wish to be informed concerning The Comprehensive Development Plan, Easton, Maryland, or to make recommendations to The Easton Planning and Zoning Commission for inclusion or changes in said plan are invited and requested to attend.

PLANNING AND ZONING COMMISSION
Town of Easton, Maryland

Robert T. Swanson
Richmond Hill
Raymond H. Elliott
James C. Perkins
Waller S. Hairston, Chairman

LEGAL NOTICE

THE EASTON PLANNING AND ZONING COMMISSION will hold its official public hearing on The Comprehensive Development Plan, Easton, Maryland, at 7:30 p.m. on Wednesday, May 29, 1974 at the office of Mayor and Council, Town Office Building, Easton, Maryland. This public hearing is held pursuant to Article 66B of the Annotated Code of Maryland. All interested persons who wish to be informed concerning The Comprehensive Development Plan, Easton, Maryland, or to make recommendations to The Easton Planning and Zoning Commission for inclusion or changes in said plan are invited and requested to attend. The Easton Planning and Zoning Commission will make its final recommendations to the Mayor and Council of Easton, Maryland, after the said public hearing.

PLANNING AND ZONING COMMISSION
Town of Easton, Maryland

Robert T. Swanson
Richmond Hill
Raymond H. Elliott
James C. Perkins
Waller S. Hairston, Chairman

PLANNING AND ZONING COMMISSION
TOWN OF EASTON
MARYLAND

March 26, 1974

Anthony S. Abar, Chief of Program Planning
Maryland Department of Natural Resources
Tawes State Office Building
Annapolis, Maryland 21404

Dear Mr. Abar:

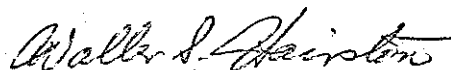
The Easton Planning Commission has completed its review of a Public Hearing Draft of the Easton Comprehensive Development Plan. Prepared after considerable thought and after much local discussion, the Plan suggests major public policies concerning the most desirable course for future development activities within the Town and the surrounding one mile area. The Plan also includes a map suggesting the most appropriate spatial distribution of land uses in the area.

In the coming weeks, the Planning Commission will conduct one or more public hearings to obtain citizen reaction to various Plan proposals. Section 3.07 of Article 66B, the Maryland Planning and Zoning Act, requires that the Planning Commission submit the Comprehensive Plan to various State agencies which may, at some future time, help implement the Plan. This submission must be sixty days before our official public hearing which should provide you with ample opportunity to review and comment on various Plan proposals as they relate to programs of your agency.

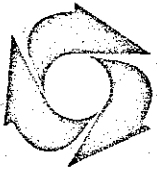
After public hearings, the Planning Commission will submit their final report to the Town Council for their review and subsequent action. Any comments received from you in writing will be submitted at this time as a part of our report to the Mayor and Council. Once the plan is adopted by the Council, it will become a statement of public development policy.

We earnestly solicit your opinions of the Plan at your earliest convenience.

Sincerely yours,


Waller S. Hairston,
Chairman

WSH/bc



Maryland Department of Transportation

State Highway Administration

Harry R. Hughes
Secretary
Bernard M. Evans
Administrator

April 25, 1974

Mr. Waller S. Hairston, Chairman
Planning and Zoning Commission
P. O. Box 520
Town of Easton, Maryland 21601

Dear Mr. Hairston,

Thank you for the opportunity to comment on the Comprehensive Development Plan for Easton, Maryland. The following comments relate specifically to the Transportation Element of the Plan.

This office is in general agreement with the items outlined under the Objectives and Principles section of the Plan found on pages 81-83.

Recognition and explanation of the interrelationship between the highway facilities serving the Easton area via a system of functional classification for highways is very important for the Plan (page 83). However, inconsistencies exist between the functional classification system employed by the State Highway Administration in developing the Twenty Year Highway Needs Study and Five Year Improvement Programs for Talbot County. cursory review of the two functional classification systems reveals the following points of conflict:

1. Four major functional classifications in the Easton Plan as opposed to eight facility classifications developed in the SHA functional classification.

The existing functional classifications of the state roads in the Easton area are:

U.S. 50 - Principal Arterial (Function 1)
Md. 33 and Md. 322 (Easton Parkway) - Minor Arterial (Function 5)
Md. 328 - Intermediate Arterial (Function 4)
Md. 331 - (Dover Road and Easton-Preston Road) - Minor Arterial (Function 5)
Md. 33 - (Easton-Claiborne Road) - Minor Arterial (Function 5)
Md. 322 - (Bay Street) - Minor Arterial (Function 5)
Md. 334 - Easton Point Road and Port Street - Major Collector (Function 7)
Md. 565 - Minor Arterial (Function 5)

2. The establishment of expressways as a separate functional classification in the Easton plan as opposed to terming them a form of arterial in the SHA classification system. "Expressway" does not apply to highway function but is used in reference to highway design and access control.

April 25, 1974

3. Inclusion of arterials in one classification within the Easton Plan versus differentiating between principal, major, intermediate, and minor types as presented in the SHA functional classification.

While a large portion of the above described inconsistencies appear to be a matter of semantics and organizational preference, this office has encouraged the adoption and usage of the SHA functional classification system in Comprehensive Plan development throughout the state. The enclosed attachment detailing roadway standards and describing the SHA functional classification system are provided for this purpose. It is suggested that the Easton Plan employ the terminology and roadway classifications contained in this material when describing proposed improvements or discussing interrelationships of highway facilities in the subject plan. This would eliminate any confusion in terminology and contribute to the development of a uniform method of highway classification throughout the state.

The references to level of service in the Expressway and Arterials sections of the Plan (page 83) are somewhat ambiguous;

1. "expressways provide the highest level of service"
2. "the highest level of highway service in the Easton area is provided by the arterial system"

The term "level of service", is generally applied as a qualitative measure of operational efficiency (from level A-E based upon capacity analysis) for a specific section of highway. Factors influencing this measure include speed, travel time, passing sight distance, interruptions, etc. It is possible for a given section of roadway to provide a wide range of "levels of service" over a specific time period since traffic volume varies during different hours of the day (peak, off-peak etc.) Also, the levels of service provided by different functional highway classifications is not directly related to one another because each type would have different standards used in assessing operational efficiency.

The following comments, prefixed by the category under which they are discussed in the Plan and route number, are applicable to highways proposed for improvement and/or classified in the Easton Plan:

Arterials - The section of U.S. 50 through Easton appears in the Primary Highway Improvement Program (1975 - 1979) as part of the Central Eastern Shore Corridor Study. This study will investigate and propose various possible alternatives to alleviate the excessive traffic demands upon U.S. 50 as well as consider potential improvements to the existing facility.

April 25, 1974

This study is in the very preliminary stages at this time and while it is recognized that problems do exist on U.S. 50, no decisions have been made at this time.

This office and its consultant will maintain continuous coordination with and solicit input and assistance from all agencies, groups and individuals located in the study area and/or interested in or affected by this study.

Minor Arterial Highways

Easton Parkway - Md. 322 and Md. 33

The Easton Parkway is listed in the Twenty Year Highway Needs Study (1975 - 1994) Non-Critical Section for reconstruction of the existing two lane facility.

During the review of the Need Study with local officials the County Commissioners and State Legislators requested that the future dualization of the Parkway be deleted in favor of a reconstruction of the existing two lane facility when warranted. It is felt that the eventual dualization of the Easton Parkway to be utilized as a circumferential primarily for local trip oriented users is a necessity for future system service and continuity.

Md. 328

This facility is also listed in the Twenty Year Highway Needs Study (1975 - 1994) Non-Critical Section for future reconstruction of the existing two lane facility with provisions for eventual dualization when warranted after the current twenty year planning period.

Md. 33

This section from Md. 329 to Md. 322 (Easton Parkway) had been programmed for dualization in the Secondary Improvement Program for Fiscal Years 1974 - 1978 and listed for dualization in the Critical Section of the Needs Study. At the aforementioned meeting the elected officials requested that the scope of this improvement be changed to a reconstruction of the existing two lane highway to include appropriate widening and intersection improvements which would increase capacity and improve safety. This two lane improvement is listed in the Needs Study Critical Section and Secondary Improvement Program (1975 - 1979) for construction funding in FY 1977.

Md. 565A

Washington Street is listed in the Twenty Year Highway Needs Study (1975 - 1994) Non-Critical Section for future reconstruction to a four lane urban street from Md. 322 at the south limits of Easton to the end of the SHA maintenance at Earle Avenue. This improvement continues northward from Md. 322 (Bay Street) to Md. 33 (Easton Parkway).

Mr. W. S. Hairston

-4-

April 25, 1974

There are no major improvements, other than normal maintenance, proposed for Md. 331 or Md. 333 in the Easton area for the next twenty year planning period.

Collectors

Airport Road and Southeast Bypass - Improvement to the Airport Road and the use of this facility as an extension of the proposed Southeast Bypass are viewed as being development oriented in nature and should serve to augment the town street system. Usage of the term "bypass" for the Southeast "Bypass" is somewhat misleading for this collector since it infers relatively high operational speed with minimal interruptions around a central core. This will not be the case with this facility.

Minor Collector

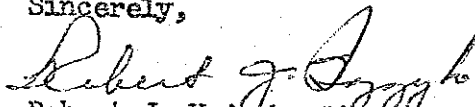
Md. 334 (Easton Point Road) - This facility appears in the Secondary Highway Improvement Program (1975 - 1979) for resurfacing. Construction is funded for FY 1975.

In referring to right-of-way requirements for collector type highways facilities it is desirable to differentiate between major and minor types. While minor collectors generally require a minimum of 80 feet for right-of-way, a major collector would necessitate from 100-150 feet depending on number of lanes for a rural area.

In commenting on the Street and Highway Functional Classification and Standards chart on page 87, reference is made to the enclosed chart entitled - Proposed Improvements for Twenty Year Needs Study. It should be pointed out that these are state roads standards used only as a general guide.

Thank you again for the opportunity to comment on the Plan. If this office can be of further assistance, please contact us.

Sincerely,


Robert J. Hajduk, Director
Office of Planning and
Preliminary Engineering

cc: Mr. Clyde E. Pyers
Mr. James M. Wright
Mr. Charles Lee
Mr. William Livingston

RJH/TJB/eg

attachment

PLANNING AND ZONING COMMISSION
TOWN OF EASTON
MARYLAND

July 31, 1974

MINUTES OF MEETING OF EASTON PLANNING AND ZONING COMMISSION

The Easton Planning and Zoning Commission met at 12:00 o'clock noon at The Tidewater Inn on Wednesday, July 31, 1974. The meeting was called to approve the final report concerning modifications to the proposed Comprehensive Development Plan for the Town of Easton. The final report contains all of the recommendations of the Easton Planning and Zoning Commission arising out of the public hearings and correspondence and other comments received by the public after the presentation of the first draft of the Easton Comprehensive Development Plan. The purpose of the hearing was to review the wording of all changes and to recommend the adoption of the final report and the adoption of the entire Easton Comprehensive Development Plan as revised by the final report.

After lunch at The Tidewater Inn, the Easton Planning and Zoning Commission met at the offices of the Mayor and Council. The entire Planning and Zoning Commission was present including Waller S. Hairston; Chairman, Mr. Robert Swanson, Mr. James C. Perkins, Mr. Raymond Elliott, and Mr. Richard Hill. Also present were Mr. William C. Livingston, Regional Planner of the Maryland Department of State Planning and L. Clark Ewing, Esquire, the Town Attorney, Mr. William C. Corkran; Town

Engineer, was out of town and not able to be present.

Mr. William C. Livingston distributed to all of the persons present, copies of a memorandum from Waller Hairston, Chairman of the Easton Planning and Zoning Commission dated July 30, 1974, being the final report on the Easton Comprehensive Development Plan. The final report was gone over in detail and reviewed by all of the members present. The final report also stated that no changes were intended from the original draft of the Easton Comprehensive Development Plan other than as stated in the final report. The Commission, after reviewing all of the revisions, approved all of the revisions in accordance with the requirements of Article 66 b of the Annotated Code of Maryland. It was then moved by Mr. Robert Swanson to accept the draft of the Easton Comprehensive Development Plan that was presented at the public hearings with the revisions contained in the final report dated July 30, 1974 and recommended to the Mayor and Council of Easton that the Town of Easton adopt the Comprehensive Development Plan as revised by the final report dated July 30, 1974. Mr. Swanson's motion was seconded by Mr. Raymond Elliott and unanimously carried.

It was then stated that Mr. William Livingston would obtain the necessary copies of the final report once the changes had been made and send them to the Chairman for distribution to the Mayor and Council. The Chairman will personally deliver copies of the final report including all of the revisions approved

at this meeting to the Mayor and Council and then deliver a copy to the news media.

The meeting was adjourned at 2:30 p.m.

Respectfully Submitted,

A handwritten signature in cursive script, reading "Waller S. Hairston".

Waller S. Hairston, Chairman
Easton Planning & Zoning Commission

WSH/rc

**PLANNING AND ZONING COMMISSION
TOWN OF EASTON
MARYLAND**

RESOLUTION OF THE EASTON PLANNING COMMISSION APPROVING THE COMPREHENSIVE DEVELOPMENT PLAN FOR THE TOWN OF EASTON, MARYLAND: RECOMMENDING ITS ADOPTION BY THE TOWN COUNCIL, IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 66B, REVISED, ANNOTATED CODE OF MARYLAND; APPROVING THE SUBMISSION OF THE FINAL REPORT ON THE PLAN; AND APPROVING ALL REVISIONS TO THE PLAN AS ITEMIZED IN THE FINAL REPORT.

WHEREAS, Article 66B, Revised, Annotated Code of Maryland, empowers the Commission to prepare and approve a Comprehensive Development Plan; and,

WHEREAS, the Mayor and Council deemed it necessary for the Commission to prepare such a Plan; and,

WHEREAS, the Planning Commission has given reasonable consideration, among other things, to the character of development and the suitability of lands for particular uses, with a view to conserving the value of property and encouraging the most appropriate development pattern throughout the Town and one-mile area; and,

WHEREAS, the Planning Commission has made careful and comprehensive surveys and studies of past and present conditions and possible future growth trends in the Town and surrounding one-mile area; and,

WHEREAS, the Planning Commission has caused to be prepared a plan with the general purpose of guiding and accomplishing the coordinated, adjusted, and harmonious development of Easton and the one-mile area which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity and general welfare, as well as efficiency and economy in the process of development; including among other things, adequate provisions for traffic, the promotion of public safety, adequate provision for light and air, conservation of natural

resources, the prevention of environmental pollution, the promotion of the healthful and convenient distribution of population, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, and the adequate provision of public utilities and other public requirements; and,

WHEREAS, the Planning Commission has prepared a preliminary plan and held public hearings thereon, and has submitted its Final Report on the Plan to the Mayor and Council of Easton; and,

WHEREAS, all requirements of Article 66B, Revised, Annotated Code of Maryland, with regard to the preparation, public review, and Commission approval of the Plan by the Planning Commission have been met;

NOW, THEREFORE, BE IT APPROVED BY THE PLANNING COMMISSION OF THE TOWN OF EASTON, MARYLAND; AS FOLLOWS:

1. That the draft copy of the Final Report, as reviewed by the Commission is hereby approved for preparation in final form;
2. That the Final Report be submitted to the Mayor and Town Council;
3. That the revisions of the Comprehensive Plan as summarized in the Final Report are hereby approved;
4. That the Comprehensive Plan dated September 1973, as revised on July 31, 1974 is hereby approved;
5. That the Comprehensive Plan is hereby recommended to the Town Council for adoption,

as approved by a unanimous vote of the Easton Planning Commission at a special meeting held on July 31, 1974.

Waller Hairston, Chairman
Easton Planning Commission

C. PLAN TEXT CHANGES

The Plan has been extensively reviewed by local citizens, State agencies and the Town staff. As a result of these reviews, a number of changes were suggested and acted upon by the Commission. The section of the Final Report lists the suggested changes and the Commission's recommendations. Plan revisions were made either in response to public comment or to clarify sections of the Plan.

Four main sections of the Plan were revised: Historic Preservation; Transportation; the Central Business Area; and the Implementation Element. The Implementation section was modified by deleting certain sections pertaining to Financing. The other three had text revisions; a copy of each is enclosed. A summary of the reasons each change was necessary is included in the explanation which follows these changes.

1. Historic Preservation

No other section of the Plan generated as much comment as the Historic Preservation element. While there was strong support for this section, which still exists, most public comment was directed towards maintaining all of the original area shown in the Historic District map. Numerous written comments the Commission received were in support of the original Historic Zoning district. There was also strong support for the establishment of a Historic Preservation Program.

The Planning Commission reaffirms the position it adopted in the draft Plan that a Historic Preservation Program be established. To coordinate historic preservation activities, a Historic District Commission should be established on an interim basis. This Commission would be responsible for updating the historic structure inventory; preparing a Historic Preservation Plan; recommending districts; and developing a draft Historic District Ordinance. The Town Council would establish the Commission and districts at a later date. In this manner, a more complete and reasonable ordinance could be developed.

2. The Central Business Area Element

The text of the Central Business Area Element was revised primarily to clarify the relationship between the recommendations of the transportation Element and the CBA. Maps were also revised to reflect these changes.

3. The Transportation Element

Major revisions were made to this element in order to assure a more coordinated approach with State Highway standards. Basic revisions include:

- a. A change showing the extension of Port Street to connect with South Street;
- b. A recommendation that the Easton Parkway be dualized in the future.
- c. The establishment of a uniform functional classification system.

A copy of the revised section is enclosed for review.

4. Implementation

Minor changes have been made in this element. The section devoted to Financing has been deleted because the programs mentioned are subject to change and, in fact, have changed since the Plan was prepared. The specific sections deleted are listed below:

- a. Financing
 - 1. Parks and Open Space
 - 2. Water and Sewer
 - 3. Industrial Development
 - 4. Housing

A copy of this section has not been included because text revisions were not made.

Historic Preservation

Historic Preservation is recognized as being a well balanced program of research, evaluation, protection, and restoration of structures or areas having significant local or national historic interest. The active participation and involvement in preserving the heritage of America's past is primarily an outgrowth of an individual's concern in maintaining a vestige of the past for present and future enjoyment.

For a number of years, citizens of the Easton area have been actively concerned about historic preservation. Enhanced by wide-spread citizen interest, local efforts to create a historic and picturesque community atmosphere are notable.

No planning program could be developed for Easton without recognizing the economic value and visual impact of the sizeable number of historic structures, or without recognizing the efforts and achievements accomplished by local citizens in Historic Preservation.

Objectives

The preservation of structures and areas of historic and architectural interest is a major cooperative venture between public and private interests. Recognizing the deep appreciation for the preservation of the visual remnants of Easton and Talbot County's rich historic past, the following Historic Preservation objectives are prepared as a guide to mobilize and unify community interest and action for historic preservation.

- ✳ To encourage the continuing concern and understanding by all Town residents of the historical heritage of the Town and County through promotion, education, and preservation of structures of historic interest.
- ✳ To coordinate public and private efforts in safeguarding the heritage of the community.
- ✳ To stabilize and protect property values and the visual and aesthetic image created by the historic buildings located in Easton.
- ✳ To promote a better understanding of the economic benefits of maintaining the Town's historic atmosphere.

- * To blend the visual remnants of the Town's historic past into an integral part of the current living and working environment for the enjoyment of present and future citizens.

The Historic Preservation Program recognizes that a balance between the vital economic interests of the Town and historic preservation efforts must be established and maintained. The Town's specialized retailing, financial, and service functions are interrelated with the general appearance and image of the area which are in turn, enhanced by historic structures. By recognizing the interrelationships which exist, the community will be better able to view future development proposals and with a proper perspective.

Recommendations

In an effort to maintain a balance between economic and historic interests the following recommendations should serve as a guide for local preservation activities.

- * The provisions of the Maryland Planning & Zoning Act as they relate to Historic Zoning legislation should be implemented. Enabling legislation empowers Easton to enact local historic zoning provisions. Use of the authority granted under State legislation can protect historic structures within the Town from incompatible alterations or destruction until an economically feasible plan can be agreed upon.
- * An interim Historic District Commission should be established in accordance with the provisions of the State Act. The Commission should serve in an advisory capacity until the Town Council grants the Commission legal status. Specific duties of the interim group would be:
 - * Serve as the main group responsible for coordinating local efforts in protecting historic structures.
 - * Review, update and expand the preliminary historic structure inventory of the Maryland Historic Trust. Since this activity was originally completed, additional detailed information is available relative to local historic structures.

- * The Commission should develop a specific Historic Preservation Plan which should include objectives of the historic preservation effort as well as specific data for identifying individual sites.

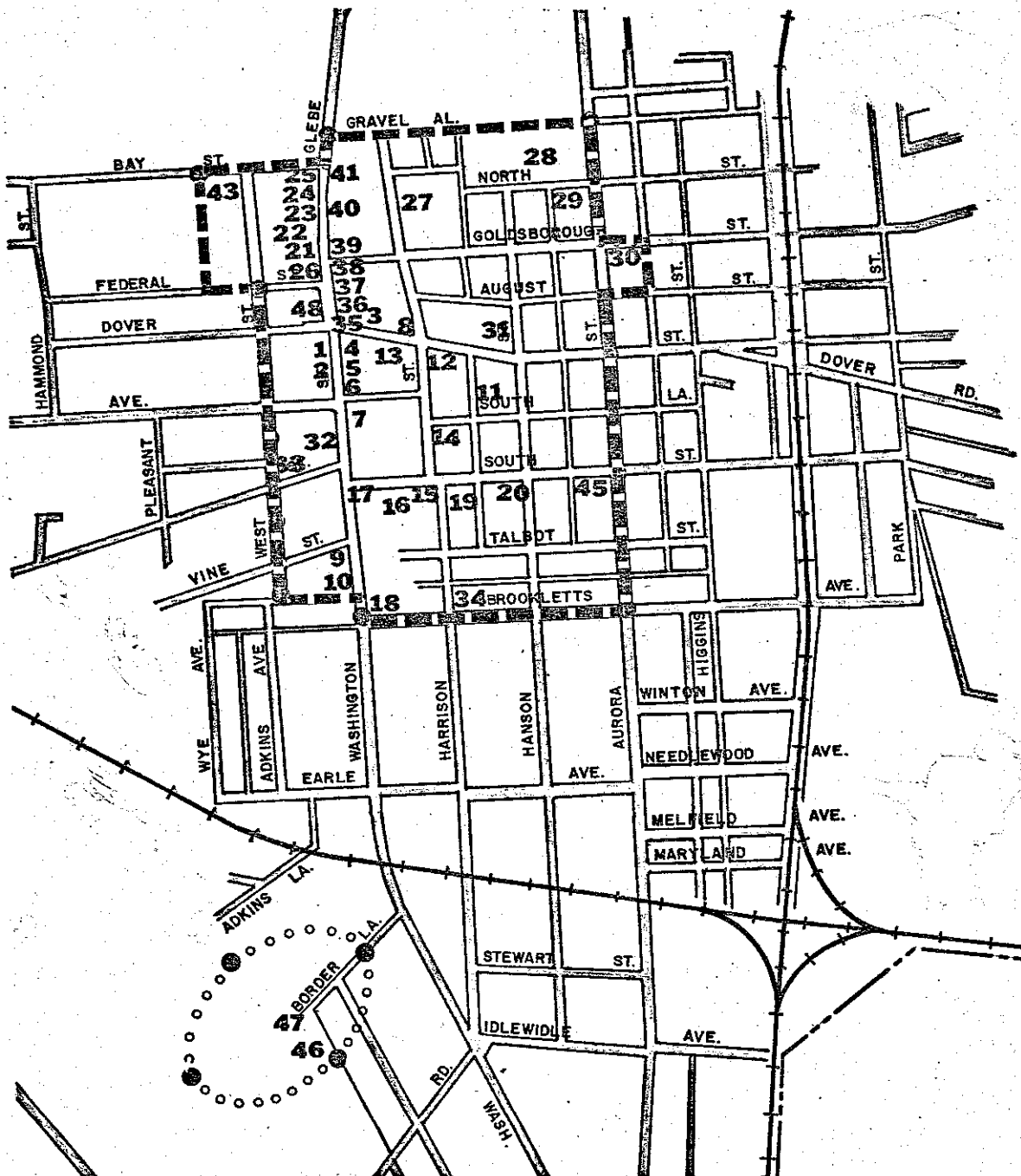
- * The Commission should develop a draft Historic District Zoning Ordinance. This document should be prepared in conjunction with other local groups in order that a reasonable regulatory document is enacted to preserve historic structures in the area. As a part of this activity, the Commission should review the two historic districts proposed as a part of this Plan. The Commission may also suggest other districts.

- * A tax abatement policy for encouraging the rehabilitation of previously identified buildings of historic significance should be considered. Abatements should be related to the type of construction work plus the amount of improvements. Major rehabilitation efforts would be recognized. A local tax abatement policy would encourage private structural improvement of historical buildings.

Tax abatement policies should be restricted to those buildings - previously identified by the Historic Trust survey and additional buildings added only after inspection, classification, and Plan amendment. Tax abatements in accordance with State law could cover up to 10% of the owner's expense. Building permit records and documented receipts could be used as a method of establishing value.

State laws governing tax abatements also include a 5% abatement for new structures built in accordance with the recommendations of the Historic District Commission. Financial incentives are extended to proposed new structures as a method of encouraging conformance with public policy.

The map which follows indicates the areas to be considered for inclusion in the first Historic Zoning Districts. The general location of historic structures in the immediate area is also indicated.



PROPOSED HISTORIC ZONING DISTRICTS EASTON, MARYLAND

16 HISTORIC STRUCTURE

o-o-o DISTRICT BOUNDARIES

Central Business Area

Although the development of Easton as a trading center has occurred over several hundred years in a moderate and fragmented manner, the nucleus of community life and commercial activity is now found in what was approximately the original Town center. To preserve and enhance an area which is one of the Town's and Talbot County's most valuable assets, the Central Business Area should be maintained as a highly specialized activity center.

Implementation of the Central Business Area Element will improve the economic vitality and attractiveness of the downtown and surrounding areas. The CBA contains many activities and structures which can be improved upon but not duplicated. As a focal point for a variety of activities, it is the natural center for cultural, retailing, and administrative needs for Easton and the surrounding region. To maintain its importance, downtown stores must continue to provide an array of goods and services within an attractive and accessible location.

To complement the activities presently located in the CBA, the Element recommends the establishment of a governmental mall which would provide for the centralized location of governmental offices and reduce multiple expenditures of public funds for similar governmental structures. Consolidation of County, State and Federal offices on the block of land bounded by West, Dover, Federal, and Hammond Streets is a keystone of CBA improvements. Land areas for a County annex and a new library would be feasible on this site.

The Element recommends that a coordinated governmental office space needs study be conducted embracing all levels of government with offices in Easton. Also proposed is the establishment of an intergovernmental coordinating committee to provide for the review and coordination of all plans and programs.

Objectives

The CBA Element is designed to coordinate diverse public and private interests into a long-term plan for improving the downtown area. Main objectives of the Element are:

- ✱ To enhance and preserve the Central Business Area as the center of commercial, governmental, and service activities.
- ✱ To encourage cooperative efforts by public and private interests in maintaining the attractiveness of the Central Business Area.
- ✱ To provide for a wholesome and attractive core area of the Town with a variety of stores and offices, harmoniously arranged in recognition of the number of historic structures in the area.

Streets

The CBA must be easily accessible to citizens of the region or they will transfer their business activities to areas more readily available. Traffic congestion and insufficient off-street parking facilities are two factors which have potential disadvantages for the continued economic vitality of downtown Easton. To decrease traffic congestion in the CBA, street improvements should be continued and off-street parking areas increased.

The following street improvements are recommended. Completion of these projects will assist in accomplishing basic objectives of the Transportation Element. These objectives are:

- * to improve access to the CBA;
 - * to improve traffic circulation in the Town; and,
 - * to reduce congestion on the local street system.
-
- * Port Street - Md. Rt. 334 from Easton Point to Washington Street. To be reconstructed to urban standards by State Highway. Upon completion, the street would provide direct access from the Parkway to the existing hospital and proposed medical center complex. South Street should be realigned to connect with Port Street to continue this route to Aurora Street.
 - * Glenwood Avenue - rehabilitate existing street between Washington Street and Easton Parkway. Upon completion, this street will be the third project designed to improve access to the Central Business Area from the Parkway.
 - * Bay Street - Md. Rt. 322 - from Washington Street westward to Easton Parkway - channelization of intersection with Parkway.
 - * Marlboro Road Extension - Creamery Lane Extension - construction of a new route between Easton Parkway and U.S. Rt. 50 designed to provide direct access to all commercial areas. Construction would be phased in accordance with proposed developments in the area.
 - * Hammond Street - acquire additional right-of-way, widen and reconstruct to improve connection with Bay and Glenwood Streets. Upon completion, this segment will complete a downtown traffic loop which will provide direct access to the proposed government mall.
 - * Harrison Street - rehabilitate, widen and install new curb, gutter and sidewalks between Gravel Alley and Goldsborough Street.
 - * Dover Street - rehabilitate from West Street westward to Hammond Street. Upon completion, the street would provide access to the proposed government mall and Central Business Area.

- * West Street - rehabilitate within existing right-of-way between Port and Bay Streets. Upon completion, this existing route would comprise the westerly boundary of a "loop" system of local streets which would provide a circular traffic pattern circumventing the Central Business Area.
- * Federal Street - rehabilitate within existing right-of-way from West Street westward to Hammond Street. Upon completion, the street would provide access to the government mall and Central Business Area.

The development of a government mall on the block of land bounded by West Street, Federal Street, Dover Street, and Hammond Street will require the improvement of these facilities in order to provide access to the site. Traffic in the area will be able to move quickly to either Bay Street, Glenwood Avenue, or Port Street for direct access to the Parkway.

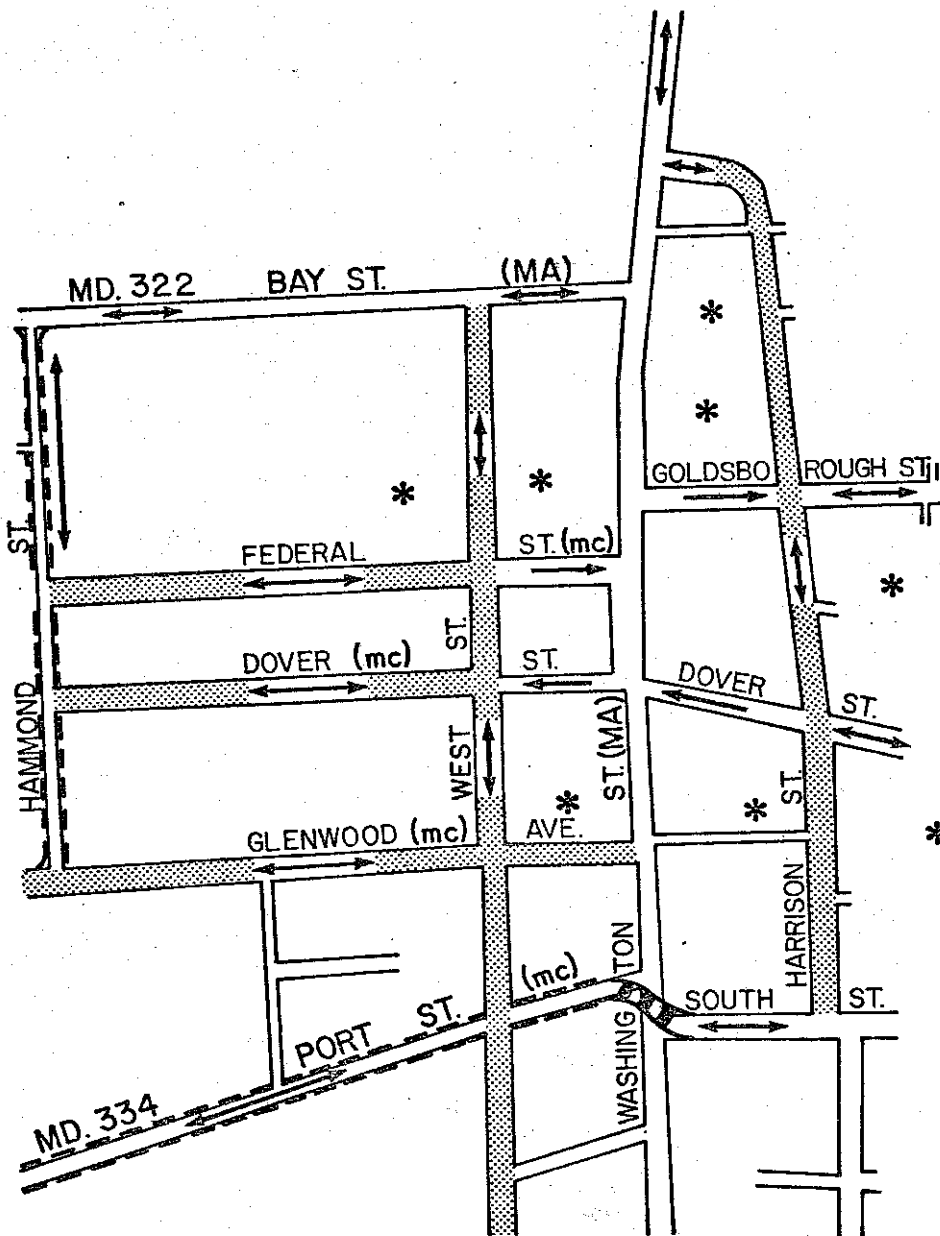
Parking

The CBA Element recommends replacing the majority of on-street parking spaces with off-street parking lots to relieve traffic congestion. Off-street parking in strategic areas enables customers to park conveniently near business establishments. The availability of ample parking also creates a more appealing atmosphere for commercial expansion by private investors.

New parking lots should generally conform to uniform location criteria to insure the adequacy and quality of all parking facilities. Off-street parking should be placed in close proximity to establishments creating the greatest need for customer parking. If possible, parking areas should be adjacent or near businesses so that customers aren't required to cross busy streets to reach their destinations. The lots and spaces within the lots should be situated so that customers face the stores as they leave their cars. Employees should be encouraged to use off-street parking in areas other than the prime customer lots eliminating the use of valuable parking space by non-customers. Financial incentives to direct employee parking in other areas can be encouraged through varying parking meter rates.

The following off-street parking areas are proposed:





- * Harrison Street Lot Extension - increase the size of existing lot through acquisition and development of adjoining areas.
- * Dover - Federal Street - construct a new lot to the rear of the existing Courthouse with extensive landscaping, to be temporarily used until construction of a government mall.
- * West Street Employee Lot Extension - enlarge existing employee parking.
- * N. Harrison Street - Gravel Alley - development of unified parking using existing bank and liquor store parking as nucleus, extending southward to Goldsborough Street with extensive landscaping, pedestrian arcades, and decorative lighting.



PROPOSED STREET IMPROVEMENTS

Central Business Area



IMPROVEMENTS

-  New Construction
-  Reconstruction
-  Rehabilitate
-  Parking Areas

CLASSIFICATIONS

- (MA) Minor Arterial
- (MC) Major Collector
- (mc) Minor Collector

CIRCULATION PATTERNS

-  One Way
-  Two Way

Construction of these lots will enable cars to quickly move off streets in the CBA thereby reducing traffic congestion and increasing the carrying capacity of the local street system.

Beautification

The beauty and design of a retailing, cultural, and office center considerably enhance the desirability of conducting business in the area. The CBA is fortunate in having a potential for beautification. The many buildings of historic interest and the natural physical attributes of the area constitute the essential framework for perpetuating activities in the CBA in an attractive setting.

The Plan recommends establishment of uniform architectural improvement plans for downtown historic structure rehabilitation. Because Easton contains buildings of historic value, the Plan suggests that the historic image be promoted and continued through both public and private remodeling and construction efforts. An Historic District Commission should be established to review and approve exterior remodeling plans for any existing or proposed building within the Historic Preservation District.

To further promote the attractiveness of the CBA, the Element proposes landscaping programs to be implemented. All improvements should be compatible with existing historic structures.

- * Brick-Sidewalk Extensions - If the brick sidewalk pilot project is successful at the corner of Dover and Washington Streets, future sidewalk replacement in areas adjoining Courthouse, Dover, Washington, Goldsborough Streets should be continued.
- * Washington Street Park and Mall - Development of lot on corner of Dover and Washington Street as a scenic focal point for the area.
- * Parking Lot - Interior Plaza - All parking lots would feature extensive landscaping, pedestrian walkways, colonial lighting, brick planters, fountains, rock gardens and other decorative features. Natural growth would be preserved wherever possible.
- * Sign Regulations - A program for removing many existing signs should be undertaken. New signs should be in accordance with uniform architectural design standards.
- * Off-Street Parking - In conjunction with interior parking lots, joint areas for off-street loading and unloading should be developed. Arrangement of spaces would provide for sharing of facilities wherever possible. All areas would be landscaped and screened from sight.

To implement the recommendations of the Central Business Area Element, designs, sketches and cost estimates for various projects should be prepared. A financial plan indicating methods available to the Town for funding these improvements should also be formulated. The plan should incorporate the viewpoints of many citizen groups in order that it is responsive to the needs of both private and public interests.

Among the possible sources of financial assistance which should be explored are:

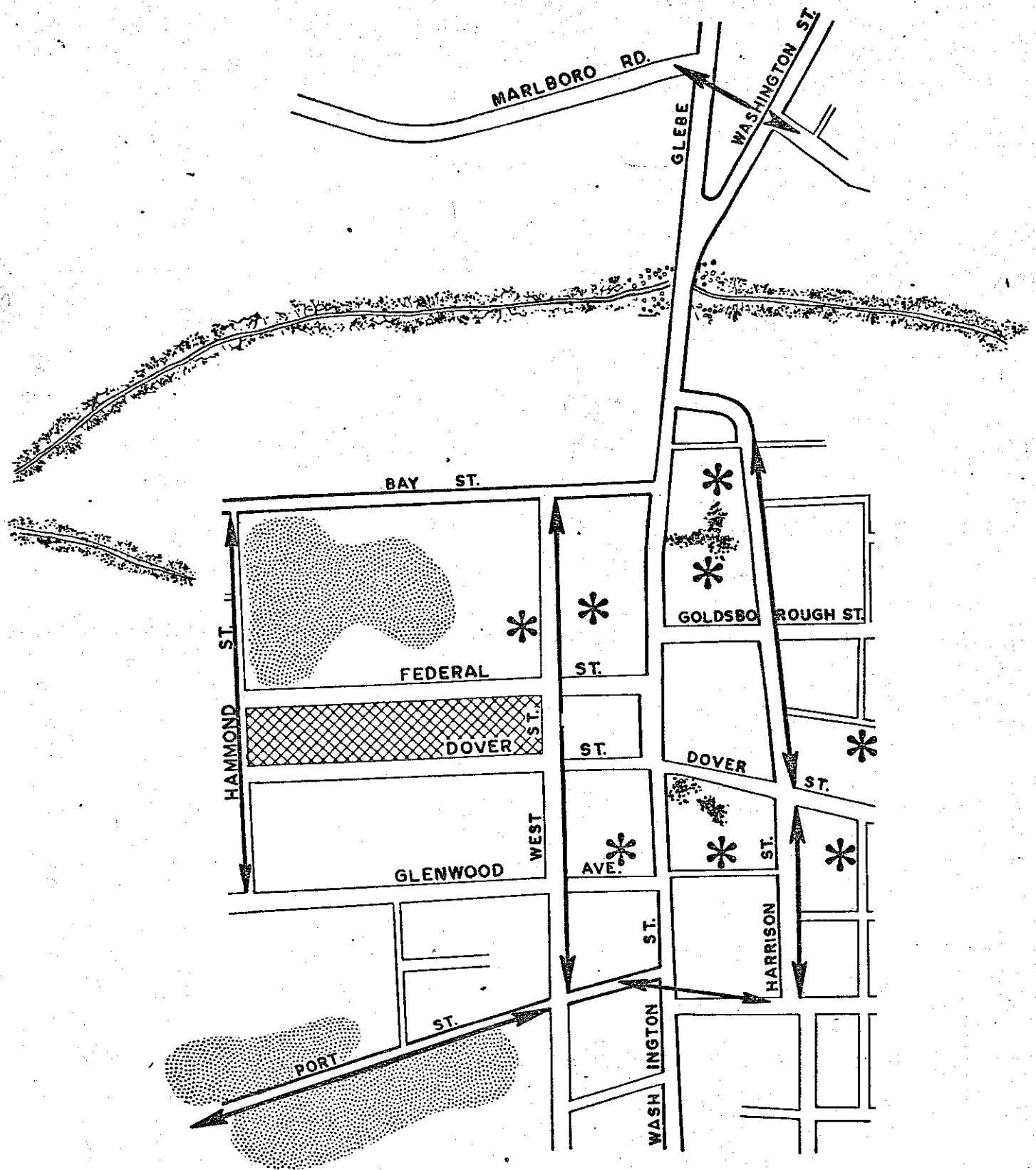
- * The establishment of new parking meter rates based upon increased rates for meters in high demand areas.
- * The establishment of a downtown improvement tax based upon real property assessment.
- * Federal and State open space funds should be used for downtown beautification efforts.

Residential Improvements

In conjunction with street improvements, the Easton Housing Authority should provide relocation housing for local citizens displaced by street and highway improvements. A local code enforcement program should be instituted in areas adjacent to the downtown.

In addition to encouraging private improvement of adjoining residential areas, the following residential redevelopment projects should be encouraged:

- * Port Street Area - A residential redevelopment project is proposed to remove substandard dwellings in an area of severe blight. Reconstruction could occur on vacant land at the rear of these properties. The project should be coordinated with the Port Street improvements.
- * Hammond Street Area - In coordination with Hammond Street widening and improvements - substandard houses should be removed. Housing will be necessary for rehousing existing low income residents.



CENTRAL BUSINESS AREA-DEVELOPMENT CONCEPTS EASTON, MARYLAND

- * PARKING-OFF STREET
- RESIDENTIAL REDEVELOPMENT
- OPEN SPACE-LANDSCAPING
- STREET IMPROVEMENT
- GOVERNMENT OFFICE COMPLEX

TRANSPORTATION ELEMENT

The existing transportation system within Easton and Talbot County facilitated the development of the area as a regional retailing, office and service center. The effective network of State roads to the outlying areas has increased the community's accessibility to people living beyond the Town limits. Development of U.S. Route 50, the State's primary arterial route through the Eastern Shore, reduces travel time from Talbot County to major metropolitan centers. The existing port, rail, and airport facilities complement the highway network and provide the area with all components of a balanced transportation system. Continued development of a unified system will permit the efficient movement of people and goods through Easton.

OBJECTIVES

To promote the development of a coordinated transportation system with all proposals of the Comprehensive Plan, the following objectives are established:

- ★ To provide a street and highway pattern which permits the effective integration of Town, County and State highways into a coordinated system at the least possible cost to residents of the area.
- ★ To develop workable policies to assure the coordination of Town, County and State transportation programs with development objectives of the Town.
- ★ To coordinate the design of local highways with other community facilities to minimize disruption to existing historic, cultural, recreational, living and working areas.
- ★ To reduce traffic congestion within the Town by providing a local street system coordinated with the regional highway pattern.
- ★ To reduce the large amount of on-street parking which presents a major obstacle in the expeditious movement of traffic in the Central Business Area.

- ✱ To suggest major east-west routes connecting U.S. Route 50 with Easton Parkway which will separate through and local traffic.
- ✱ To maintain the status of the airport and port and to provide these facilities with direct access to collector streets.

A balanced transportation system is the backbone for the survival of any community. The increasing mobility of people and development of new modes of transportation require careful consideration of the preparation of an efficient and coordinated system. For these reasons, the Transportation Element concentrates on providing improvement recommendations coordinated with existing and future land uses.

This Element presents recommendations for the port, rail, highways, and the airport facility. Easton's current size precludes the prospects of a mass transit system for the immediate future unless service is provided as a part of a county wide system.

The primary value of the Transportation Element is to insure that the Town street system is adequate to serve traffic demands created by adjoining land uses. The element includes the standardization of street rights-of-way, establishment of a hierarchy of functional classifications, and the designing of a transportation network that will preserve environmental attributes of the area while providing for the expeditious movement of goods and people.

In recognition of Easton's function as a regional activity center, the Transportation Element contains proposals for integrating Town, County and State highway planning. It suggests that highway corridors be planned in advance of residential, commercial or industrial development. Special attention is devoted to assuring adequate highway access to the airport and port oriented industrial activities. Major commercial traffic generators are identified and proposals included for facilitating the movement of traffic to collector and arterial highways.

In concept form, the Transportation Element establishes existing State highways as arterial and collector backbone elements of the street and highway system with local streets serving as connectors. The concept recognizes the existing core area of the Town as the activity hub while State highways form major access spokes connecting the hub to outlying areas. Local streets become interconnecting links of the system which provide direct access or circulation routes around major traffic generators.

To improve local circulation in intensive activity areas such as the downtown and adjoining shopping center areas, new off-street parking areas are suggested adjacent to collector streets. Land areas which are currently vacant but anticipated to be developed in the future are suggested to be serviced with new routes constructed in a phased manner coincidental with development. All major activity centers are considered in the backbone system.

PRINCIPLES

Basic principles which determined the scope of the Element included a concern for the protection of the living areas of the Town and the relationship of existing traffic generators to existing and proposed transportation facilities. Existing traffic patterns were considered important factors in Plan proposals. All proposals considered Easton and the adjoining one mile area as a single geographic unit with three governmental agencies responsible for functional Plan preparation and implementation.

The Transportation Element was developed consistent with the additional planning principles summarized below.

- * The separation of local traffic from through traffic should be encouraged.
- * Traffic circulation should be improved by upgrading existing streets and the construction of certain connecting routes.
- * A coordinated street and highway system should be established which provides linkages between major traffic generators, the port, and the airport.

STREETS AND HIGHWAYS

The functional classification of the local street and highway network is an essential step in the development of an integrated transportation network for Easton and the surrounding area. Under the system of functional classification, all streets and highways are grouped into systems according to the level of service they are designed to provide. Development of a classification system provides for the coordination of the overall street network into a logical system which will improve internal circulation and provide a direct link to regional highways.

All streets classified in the Transportation Element are in accordance with the following hierarchy: (1) arterial, (2) collector, and (3) local streets. The Street and Highway section of the Transportation Element is directed primarily to facilities under the control of local government. Improvements suggested for various State highways must be coordinated with the Talbot County Commissioners and State Highway Administration personnel.

Arterial System

The highest level of highway service in the Easton area is provided by the arterial system. The primary purpose of all arterial highways is to provide continuous and efficient routes for high volume local and regional traffic.

Access to abutting land and property is a secondary purpose, with the major objective being the expeditious movement of traffic between major traffic generators. Arterial highways are designed not to divide homogeneous neighborhoods into separate segments but to serve as boundaries for various neighborhoods.

The State classification system establishes five classification categories for arterial highways but only three-principal, minor and intermediate are applied to highways in the Easton area. In the coming years, the Town Council should evaluate all streets classified by the State with a view toward changing their classification to more appropriately reflect current functions.

Principal Arterial Highway

- * U.S. Rt. 50 - Ocean Highway - Any new facility proposed to replace this highway should be located well to the east of Town.

Minor Arterial Highways

- * Easton Parkway - Md. Rt. 33 - from intersection with Bay Street northward to U.S. Rt. 50; and Md. Rt. 322 from Bay Street southward to U.S. Rt. 50. The dualization of the Parkway should be considered essential in providing for the separation of local and through traffic. Future development of traffic generators in the Airport Industrial Park will require a higher level of service than is currently provided by this facility.
- * St. Michaels Road - Md. Rt. 33 - from intersection of Parkway westward to St. Michaels
- * Bay Street - Md. Rt. 322 - from Washington Street westward to Easton Parkway - channelization of intersection with Parkway
- * Dover Road - Md. Rt. 331 - from Washington Street eastward
- * Peachblossom - Oxford Road - Md. Rt. 333 - from Washington Street to Oxford.
- * Washington Street - Md. Rt. 565 - North of Bay Street (Md. Rt. 33) to Peachblossom Road
- * Washington Street - Md. Rt. 565 - south of Dover Street to Parkway

Intermediate Arterial Highways

- * Matthewstown Road - Md. Rt. 328 - from U.S. Rt. 50 eastward to Caroline County

Collector System

The primary purpose of the collector street system is to collect traffic from local streets, provide access to abutting land, and provide for the direct movement of traffic to an arterial street. Route continuity is not the most essential concept except between adjacent parts or arterial streets. Wherever possible, the existing street patterns and physical facilities should be recognized as integral parts of the system and designed accordingly.

Establishment of a unified network of collector streets to provide direct access to adjoining arterial highways is an essential concept of the local highway plan. Normally, a 60 ft. right-of-way is sufficient for providing for both access to abutting properties and moving traffic. Due to the nature of adjoining land uses, collector streets may serve a variety of specialized functions, such as commercial, industrial, or residential routes and in some instances may require a larger right-of-way than established minimums.

The State classification system identifies only two collectors - one major and one minor - which serve the area.

Major Collector Streets

Proposed:

- * Airport Road - upgrade to collector status, Black Dog Alley west of Rt. 50; Goldsborough Neck Road to Glebe Road.
- * Black Dog Alley Extended - a proposed local collector to be constructed to the east of Town in the area south of the Police Barracks, southeast of Beachwood, thence northerly to connect with Black Dog Alley.

Existing:

- * Goldsborough Street - east of Washington Street and west of U.S. Rt. 50.
- * Cordova Road - Md. Rt. 309 - east of U.S. Rt. 50 northeastward to Queen Anne.

Minor Collector Streets

Proposed:

- * Marlboro Road - Creamery Lane Extension - construction of a new route between Easton Parkway and U.S. Rt. 50 designed to provide direct access to all commercial areas. Construction would be phased in accordance with proposed developments in the area.
- * West Street - rehabilitate within existing right-of-way between Port and Bay Streets. Upon completion, this existing route would comprise the westerly boundary of a "loop" system of local streets which would provide a circular traffic pattern circumventing the Central Business Area.
- * Hammond Street - acquire additional right-of-way, widen and reconstruct to improve connection with Bay and Glenwood Streets. Upon completion, this segment will complete a downtown traffic loop which will provide direct access to the proposed government mall.
- * Harrison Street - rehabilitate, widen and install new curb, gutter and sidewalks between Gravel Alley and Goldsborough Street.
- * Stoney Ridge Dr.- construct a new street providing access between U.S. Rt. 50 and Matthewstown Road. The street would be constructed to the east of existing residential development on the easterly side of U.S. Rt. 50. It would serve as a boundary between existing single-family residential developments and the existing industrial park.
- * Federal Street - rehabilitate within existing right-of-way from West Street westward to Hammond Street. Upon completion the street would provide access to the government mall and Central Business Area.
- * Dover Street - rehabilitate from West Street westward to Hammond Street. Upon completion, the street would provide access to the proposed government mall and Central Business Area.
- * Port Street - Md. Rt. 334 from Easton Point to Washington Street. To be reconstructed to urban standards by State Highway. Upon completion, the street would provide direct access from the Parkway to the existing hospital and proposed medical center complex. South Street should be realigned to connect with Port Street to continue this route to Aurora Street.
- * Idlewilde Avenue - construct a new street from the railroad near Waverly Press to U.S. Rt. 50. Upon completion, the road would provide direct access from Oxford Road to U.S. Rt. 50.

- * Glenwood Avenue - rehabilitate existing street between Washington Street and Easton Parkway. Upon completion, this street will be the third project designed to improve access to the Central Business Area from the Parkway.

Existing:

- * Aurora Street - From North Washington to South Washington
- * Dutchman's Lane - From Washington Street to U.S. Rt. 50.
- * Glebe Road - From Washington Street to Easton Parkway
- * Wrightson Avenue - From Glebe Road to Washington Street
- * South Street - From Washington to Aurora Street
- * Brooklets Avenue - From Washington Street to U.S. 50 via High Street.

Local System

The most extensive part of the local highway network is the development of a series of local streets whose primary purpose is to provide direct access to adjoining properties. A secondary purpose would be to provide unified linkage with collector streets, which in turn lead to arterial streets. Existing street patterns and physical facilities are retained. However, in newly developing areas, the local street pattern can be altered as necessary in order that through traffic is discouraged. The intent of the local street pattern is to provide immediate access to property, not movement of traffic through the area. Therefore, the careful design of local streets can encourage the exclusiveness of residential areas. Local street rights-of-way are acquired through dedication by subdividers as land areas are subdivided for development.

Bicycle Paths

Plans should be made to designate bicycle routes on the local street system. These routes should also be located on selected State highways where possible. The Parks and Open Space system should also provide bicycle paths which are coordinated with routes established on local streets.

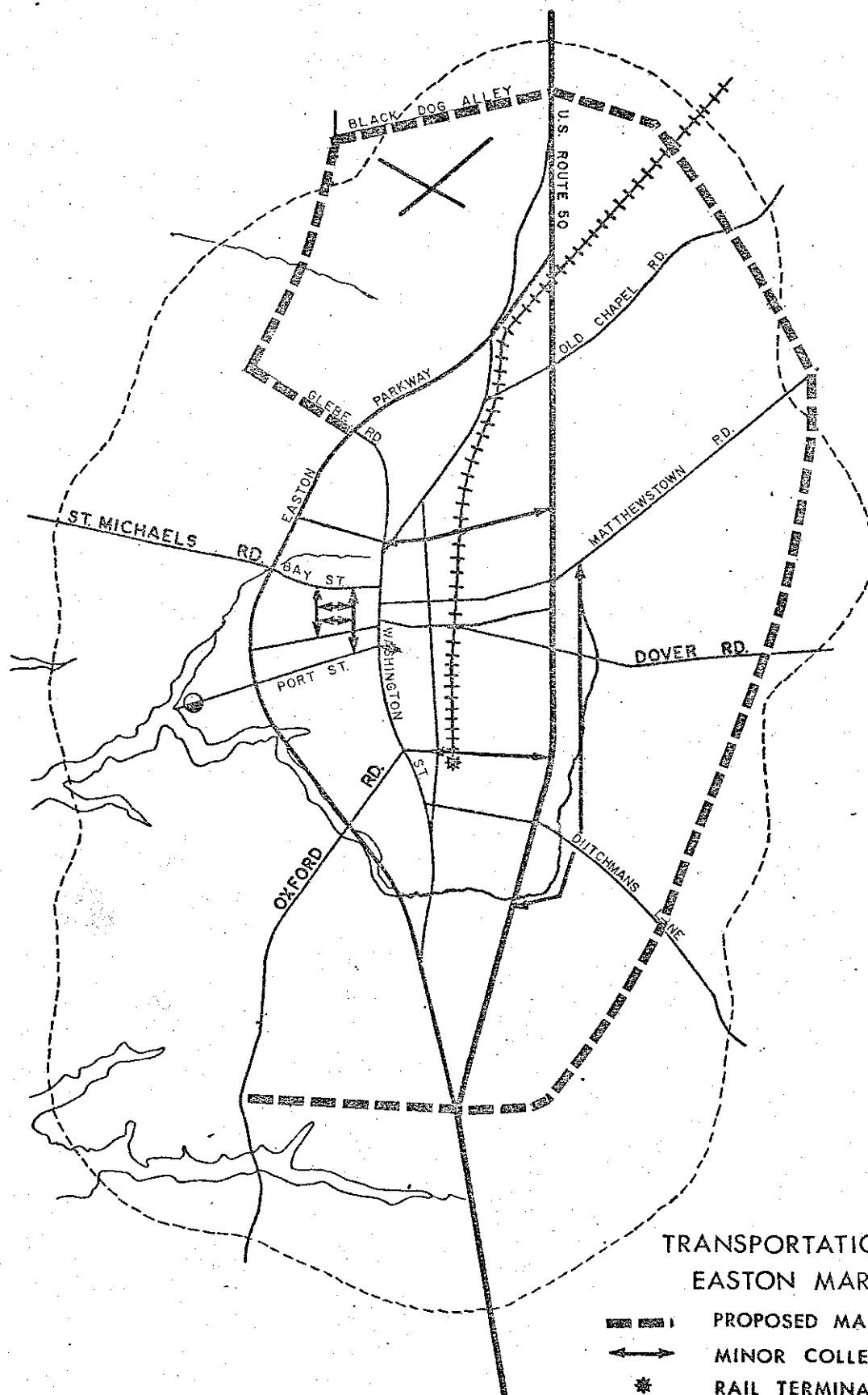
Maps

The maps which follow indicate the proposals of the Transportation Element for both the Easton area and the Central Business Area.





Table 11
STREET AND HIGHWAY FUNCTIONAL CLASSIFICATION AND STANDARDS
Easton, Maryland

Jurisdiction	<u>Local Streets</u>		<u>Minor Collector</u>		<u>Major Collector</u>		<u>Arterial</u>	
	Town		Town or County		Town or County		State	
Minimum Right-of-Way	50'		60'		80'			
Number of Lanes	2		2		2-4		*	
Paving	24'-30'		25'-36'		40'-48'			
Parking	Both Sides		Both Sides or Alternating Sides		Discouraged prohibition desirable		*	
Access	Unrestricted		Unrestricted		Driveway Access minimized and controlled		*	

* Varies according to State Highway standards for each of the five arterial highways.



TRANSPORTATION PLAN EASTON MARYLAND

-  PROPOSED MAJOR COLLECTOR
-  MINOR COLLECTOR
-  RAIL TERMINATION
-  PORT

D. PLAN MAP CHANGES

During the review process, several map changes were suggested by either land owners or their agents or citizen groups. Some incidental changes were included in other elements of the Plan but this section describes specific requests submitted to the Commission and their recommendations. All changes to the 1985 Plan Map and the 1985 Key Public Facilities Map are explained in this section of this Report. Each number below corresponds to the number on the attached map.

1. Tristan Associates

Land located south of the new tennis center; west of the Parkway; north of the Holiday Inn; and east of U.S. Rt. 50. The request submitted by Richard K. White, suggested that their land be designated as "commercial" and "high density residential". The Commission felt that their original position of two years ago was still valid and recommended the following actions:

- a. Designate a portion of this land situated north of and adjacent to the Holiday Inn as "Commercial-Service". Specific office and service uses could be indicated through the Town Council's conditional rezoning authority. This area would not extend northward beyond the general area in front of the Lutheran Church.
- b. Designate land between the site of the proposed armory and the church as "Commercial-Service". Uses could be restricted during rezoning.
- c. Retain land immediately south of Mechlenberg Branch as "medium density" rather than "high density" as requested.

2. "Woodlands" - located on northwest corner of Oxford and Waverly Roads

The Commission recommends changing this area from "Agriculture" to "low density residential" to conform to the general development pattern of adjoining areas. This request was submitted by William Adkins. The proposed "Service Area Priorities" map was also changed to place the parcel in a category which indicates that service may be provided within the next six years.

3. Goldsborough Street, east of the railroad, South to Dover Road

This area should be changed to "medium density residential" which would maintain the existing development pattern in this area. the area was incorrectly labeled as "Commercial-Service".

4. Goldsborough Street, west of the railroad

This area should be changed to "high density residential". The change would include all land between the railroad and the "Commercial-Regional" area on the northerly side of Goldsborough Street. The area was incorrectly labeled as "Commercial-Service".

There were two suggested Plan Map changes which were reviewed by the Commission and given an unfavorable recommendation.

- a. Witt Property - located north side of Glebe Road at the intersection with Easton Parkway. Roger Redden and William Gar Richlin of Piper and Marbury submitted a request on behalf of Henry Witt that this area be changed from "medium density residential" to "commercial". This request was denied because the Commission felt that other "commercial" areas in the vicinity of this request would provide ample sites for commercial development to serve local needs. The Commission also felt that the residential character of the area north-northeast of Glebe Road should not be disrupted by commercial uses.
- b. New Library - a site was suggested to the rear of the existing Health Center. The Commission feels that a downtown location in the suggested block of land to the rear of the Courthouse is in the best interests of the public because:
 - (1) it promotes the concentration of local government services as a part of a government mall;
 - (2) It is centrally located to the County's population;
 - (3) It is near major access routes in the Town.

This thoughtful request was, therefore, denied.

The following "Key Public Facilities" map revisions are also recommended. The two changes will assure that the recommendations of the Transportation Element and the "Key Public Facilities" map are the same.

- a. West Street - extend West Street to Port Street - include as a proposed "minor collector".
- b. Idlewilde Avenue - include this street as a proposed extension from Aurora Street to U.S. Rt. 50.

BLACK DOG ALLEY

ST. MICHAELS RD.

EASTON RD.

OLD CHAPEL RD.

PARKWAYS

DOVER RD.

OXFORD RD.

1

2

3

4

LEGEND

Existing Proposed

AGRICULTURE

RESIDENTIAL

Low Density

Medium Density

High Density

INDUSTRIAL

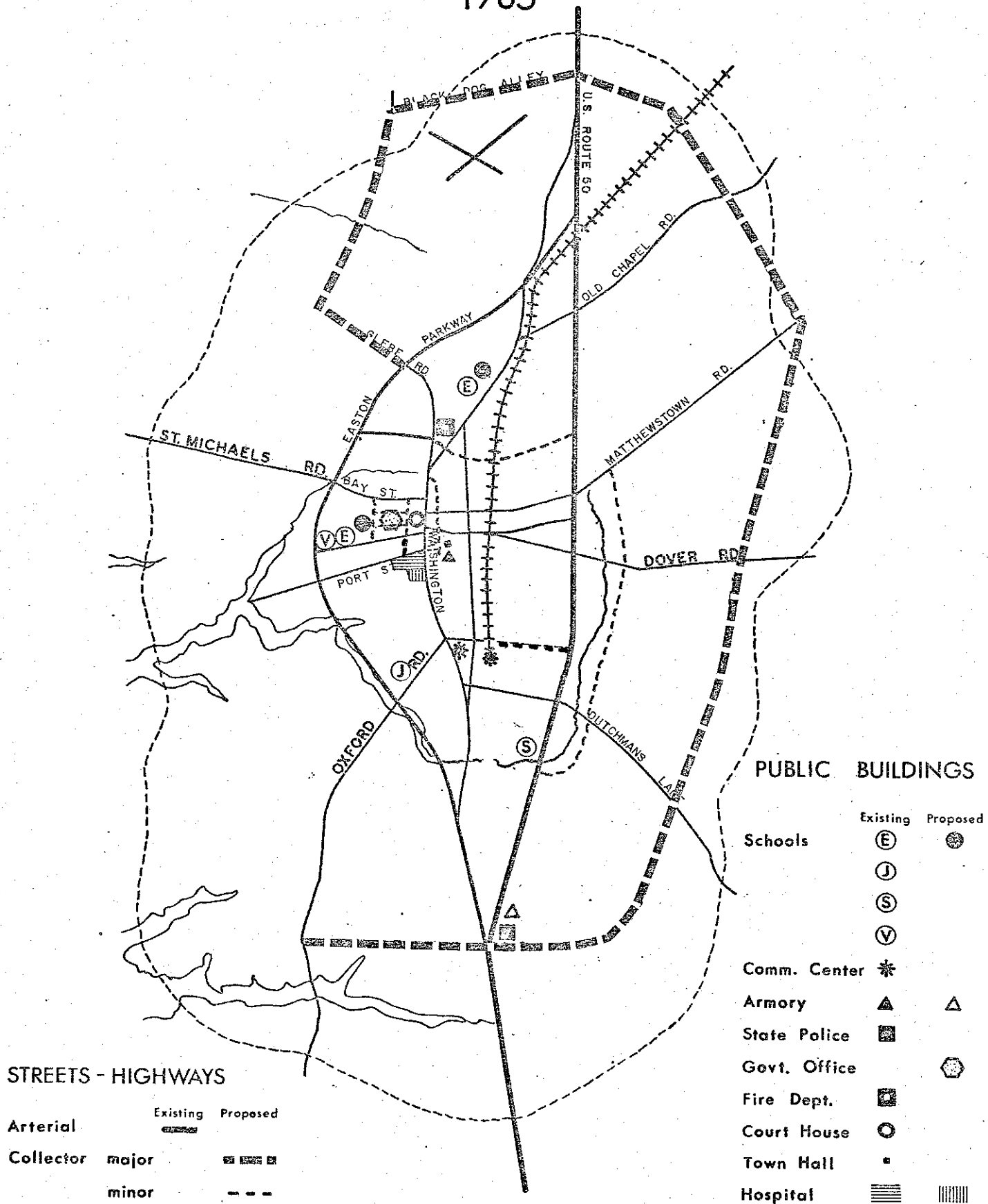
Selected Commercial

General Commercial

Regional Service

OPEN SPACE

KEY PUBLIC FACILITIES - EASTON MARYLAND 1985



E. CONCLUSION

The Commission was extremely gratified at the strong public support expressed for its efforts in developing a Plan to meet Easton's current and future needs. While the need for a Plan has been evident to local officials, the preparation of the Plan entailed the extensive cooperation of many persons. We are most appreciative of the time and effort of the Town staff in assisting us in our task.

Article 66B requires that the Plan be adopted by the Town Council. This Report transmits the Easton Comprehensive Development Plan to the Council for their appropriate action.